THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CAUTIONARY SIGNALS.

UNITED STATES SIGNAL OFFICE
CLEVELAND, O., April 14, 1884.

The display of cautionary signals will be resumed on Lakes Superior and Huron on May 1st. Persons interested in navigation will please take notice. WM. LINE,
Sergt. Signal Corps, U. S. A.

CLEVELAND.

The propeller N. K. Fairbanks arrived at this port from Marine City, on the 14th.

Captain H. Cummings has gone to Chicago to prepair the fine schooner Camden for business.

Inspectors B. A. Stanard and T. Fitzpatrick left Tuesday on a tour of inspection. The business will take them to Sandusky and Toledo.

Captain A. B. Foster has gone to Escanaba to take charge of his schooner, the Erastus Corning, recently purchased by S. H. Foster and A. Arnold.

The ice in the Straits is so soft that a steamer can go through at the rate of six miles an hour. It is thought that sailing vessels may get through in about a week.

We are requested to state that Captain Benham will at once take charge of the body of Captain A. Smith, one of the unfortunates of the tug Peter Smith, if the finder will notify him.

Messrs. Duffy & Rourke have purchased the fine canal schooner J. S. Richards of Corrigan Brothers. Consideration $7,000. Captain Lockwood will sail her this season and has gone to Escanaba to look after her fit-out.

Engineer S. A. Wells went to Buffalo two weeks ago to place on the steamer William Edwards a patent reverse gear, manufactured by the Globo Iron works, which is found to give great satisfaction. Captain Mallory left this week to take charge of the vessel.

The decision reached by inspectors B. A. Stanard and T. Fitzpatrick in regard to the boiler explosion on the tug Peter Smith corroborates our conjecture last week that the machinery was in charge of an unlicensed engineer at the time the catastrophe occurred.

The steambarge Mackinaw, Captain W. E. Rice, will go into the lumber trade between this port and Harrisville. It is thought that Captain Rice, however, will be transferred to the steambarge Keystone, which George L. Colwell has recently purchased, and a new master given to the Mackinaw.

Masters have been appointed for the Republic line as follows: Steamer Continental, Captain C. M. Davis, of Milwaukee; her consort the schooner Magnetic, Captain J. D. Muller; steamer Colonial, Captain John Lamphier; her consort, schooner Specular, Captain Charles Towers; steamer Republic, Captain William S. Mack; her consort, the schooner Grace Holland, Captain H. G. Rattray, all the same as last season.

Several vessels have taken on coal cargoes during the past few days. The steamers Jarvis Lord and Henry Chisholm for Milwaukee and schooner Emma C. Hutchinson for Chicago, at Mr. Axworthy's dock; the steamer Fred A. Morse and S. J. Macy are being loaded by Todd, Stambaugh & Co., the former for Milwaukee and the latter for Chicago; the same firm is loading the schooner G. H. Worthington for Chicago.

Captain P. Smith has commenced dredging in the river.

The steamers City of Detroit and Northwest are making regular trips and good time.

The tugs American Eagle and Dreadnaught are out with flying colors and a new coat of paint.

The schooner Sophia Minch will have a new set of charts to navigate with this season.

Messrs. Palmer & Benham have sold to Clark I. Butts, the schooner Thomas B. Sheldon. Consideration $19,000.

Judge E. Glaser of Escanaba, in a private letter to his brother in this city says the ice at that port is firm and solid.

We are glad to learn that Captain Goodwin, of the life saving station, is soon to receive a Dobbins boat that cannot be submerged.

The steambarge Oscar Townsend, which has had her engine compounded at the Cuyahoga Furnace, made a trial trip yesterday.

V. D. Nickerson, marine artist, who has had the schooner Niagara on the stocks for the past week, has just completed her. She will be launched with fitting honor.

A number of prominent Cleveland vessel owners are considering the advisability of forming a pool for the insurance of their vessels, the details of which we will probably be able to give next week when the measure will have assumed a more definite shape.

Captain Edward McGeehan, who died at Ann Arbor, Mich., on the 15th, will be buried from the Franklin avenue M. E. church on Sunday. Captain McGeehan has long been a resident of Cleveland and was held in high honor by his friends.

We stated last week that the firm of Becker & Kelly, commercial brokers and vessels agents, had been changed, but omitted to say that Captain Henry Brock had entered the firm which is the fact. The name of the firm, now is D. M. Becker & Co.

The schooner J. T. Johnson, which had such a serious time at this port last fall, is now being repaired by her owners, J. C. Gilchrist & Co., at Vermillion. Her decks have been cut down two feet, and she will be made into a lumber barge. Messrs. Upson & Walton will furnish her with an entire new set of sails.

Captain William Mack and Messrs. James and John Corrigan have purchased the fine schooner James Couch, the consideration being $25,000. The Couch will be consort, with the Holland, of the steamer Republic, and will be sailed by Captain A. Bolton in the ore trade. Captain Bolton last season was master of the Maxwell.

Captain A. Bradley's fine schooner City of Cleveland, after being transformed into a steamer by machinery from the Globe Iron Works, vacated the Globe drydock on Tuesday night. The schooner Comrade now occupies the dock to have her bottom calked. She has had her topsides calked and a new coat of paint and looks quite fresh.

The charter of the steambarge Cumberland and consort Comrade, were reported on Tuesday, coal from Cleveland to Chicago at 75c. The schooner Helvetia is also understood to be loading coal for Chicago at the same price. The schooner Grace Holland is also chartered and is taking coal at the Ohio & Pennsylvania Railroad Company's dock for Escanaba. The propeller Anna Smith and consorts King and Mead are chartered for coal to Green Bay at 75c.

DETROIT.

Special to the Marine Record.

DETROIT, April 15.

In some unaccountable way an error crept in the narrative of Lake Huron in the last issue of the RECORD which I desire to square with the record. The steamer Superior, which made the voyage to the Sault in 1822 and the first steamer to visit that point, was commanded by Captain Jedediah Rodgers, and not by Captain W. T. Pease, as was stated, as the latter gentleman did not assume command of the Superior until 1830. I also wish to correct a statement which appeared in the obituary of Captain Geo. B. Dickson, which says the name of his uncle with whom he first sailed was Patrick Dickson, his full name being William Dickson. Yet in those early times there were some who used the appellation of "Paddy" Dickson as a sort of nickname.

Thus far the present month the weather has been more than usually cold, notwithstanding steamers are trying to force their way as far westward on Lake Huron as possible. The steamer Flora succeeded in reaching Alpena on the 12th and returned to the river St. Clair, it is stated, in good shape. To return to Detroit was simply impossible owing to the ice jam at the St. Clair flats. The steamers City of Cleveland and Pearl made an effort from here to reach St. Clair river, but were defeated in the attempt and were compelled to return, the latter with some of her paddles broken.

On Wednesday last the new steamer built at the Detroit Drydock Company's yard was launched in the presence of a goodly number of spectators. The hour appointed was at 3 p. m., sharp, and there is no mistaking the fact that Captain J. C. Parker, the superintendent, had everything admirably arranged, and precisely at the hour the monster craft moved gracefully into the blue waters of the Detroit river amid the cheering of people from all sides and the shrieking of numerous steam whistles. She was christened the Wm. A. Haskell and the gentleman whose name she represents may well esteem it high honor in having it waving from the main of so fine a vessel. Her excellent model and general appearance was, in the opinion of experts, faultless. and as to her superiority of construction, she is perfection and of the kind the Detroit Drydock Company invariably turn out. Her dimensions are: Length, 244 feet; breadth, 37 feet; depth, 16 feet 6 inches. She is the counterpart of the W. J. Averill, launched a few days since from the company's Springwells shipyard, and will ply on the route between Chicago and Ogdensburg, in the same line with the steamers Walter L. Frost and Averill, and will be ready for business ere navigation opens between those points.

Seamen's wages have been started at this port at $2 per day.

The dispatches which are daily being received here from Cheboygan and thereabout appear somewhat mixed, as no two accounts seem to agree. Yet there can be no question there is still heavy ice to be disposed of by old "Sol," and no passage through likely to be effected earlier than the 25th inst.

A little law episode took place the other day in the U. S. District Court in this City and Captain David Girardin was on hand on the occasion. To be brief, the captain, during the navigation of 1883, was in command of the tug O. Wilcox in the usual business of towing vessels and rafts. On one of these trips, with a raft of logs in tow, it is claimed, the captain violated the supreme order of things, otherwise harbor regulations, at Sand Beach harbor of refuge, where he sought protection from a storm and hitched his tow to the snubbing posts with no lights or watchmen on the same, an oversight of which others no doubt have been guilty. The case was finished and the captain passed out of the court room without a scar or even a blemish.

The steamer Milton D. Ward, Captain Kenyon, left on her first trip of the season on this (Monday) morning for Port Huron and shore points. Should she not effect a passage through the St. Clair flats she will doubtless return or take the north passage, as it is probable the channel there is clear.

The schooner St. Lawrence will take on a cargo of wheat at this port for Buffalo. She has been placed in thorough repair.

Captain John Fraser, of Windsor, has lett for Bay City to again assume command of the steambarge J. P. Donaldson.

The propeller Oconto, Captain G. W. McGregor, has left on her first voyage to Alpena, and will endeavor to effect a passage through. Large repairs have been made on her, both in hull and machinery, including a new boiler.

A controversy has arisen in regard to the schooner Seaman, which, lo, these many years, has been sailed by Captain D. F. Flood, who also owned her. To make some repairs on his vessel he received assistance from J. Miner, a lumberman, with the understanding that the vessel was to do freighting for the money thus loaned. Mr. Miner, it now appears, wants to take possession of the vessel and put a new master on board, to which Captain F. objects and refuses to give up his old and favorite craft. The Seaman was built at Cleveland in 1848, and has consequently been 36 years in service.

Business here already assumes quite a lively aspect by the arrival of steam and sail craft from various points. The harbor tugs are in active service in the transfer of vessels along the river front.

The new propeller built at St. Clair by S. Langell has been named the Kalkaska. Now let us have another and call her the Kamschatka.

Later—Murphy Brothers, marine wreckers, have contracted to rescue the steamer Manitoba, and also the steambarge J. N. Carter from the Canadian shore of Lake Huron, whither they were driven and abandoned late last fall. The former lies at Southampton and the latter at Kincardine, but not seriously damaged thus far.

Thomas R. Ryan, for many years a steward on board of lake steamers, has retired from that occupation for the residue of his life with an honorable record. He has been thus employed for thirty-nine years

Captain C. C. Blodgett's fleet of vessels have received the usual repairs and out fit and will be ready for business by the 20th instant.

The new steamer W. A. Haskell, launched as above noted, measures 1,440 net or custom house tonnage.

Captain A. H. Mills, who inaugurated harbor towing at this port, commencing 25 years ago, is about purchasing another steamer to add to his present fleet

[*Continued on 4th page.*]

MARINE LAW.

LIGHTERAGE.—PLACE OF DISCHARGE.—PORT USAGES.

Cherbourg Tribunal of Commerce.

In this suit Captain Stokken, of the Lyna, successfully contested alleged usages of the port established by the Chamber of Commerce. These usages form part of a series of rules published by the Chamber of Commerce under the date of the 6th October, 1880. The articles of these "Usage Commerciaux et Maritime" brought into question were the following: 3. If on its arrival in the roads, the ship bound to Cherbourg cannot enter for want of sufficient depth of water, it shall be lightered of sufficient cargo to permit it to enter at the next flood tide. If the lightening of the ship is only intended to enable it to enter before the next flood tide, this can only be done with the authorisation of the receiver. In either case the lightening of the ship is at the expense, risk, and peril of the captain." Art. 4. "The cost of towing the ship and lighters is at the charge of the captain." "Art. 11. In the commercial port beams of timber are piled on the quay by the captain. In the military port timber is discharged on to rafts provided by the receiver. In both ports planks and small logs are delivered by the captain at the port-holes or over the ship's rail, whence they are hauled ashore by the receiver." Captain Stokken opposed those pretended usages on the ground that the Chamber of Commerce had no power to create a usage, or declare officially that such a usage existed, if it did not exist legally; and that in the present case the alleged usage was only against which captains had protested, through their Consuls, from its first promulgation by the Chamber. In any case custom could not override a clear and precise contract. The facts of the case will be gathered from the following summing up and judgment:

With regard to the lighting of the ship: Captain Stokken, by a letter from his broker, Letot, dated December 3 last, information Sebier, Vauvert, and Co., that the Lyna had arrived in the roads after Cherbourg, and was too deep in the water to enter the Commercial Dock, reserving his rights in case there should not be sufficient water to enter at the next flood tide, and placing at the charge of the cargo the cost of lighters necessary to facilitate the entry of his ship into the dock in conformity with the clause of his charter-party—"Cherbourg, or as near thereunto as she may safely get." Sebier, Vauvert, and Co., pretend on the contrary, that in conformity with the custom of the port of Cherbourg the cost of literage are borne by the Captain. It is a principle that custom forms the law of the parties in the absence of express conditions; but it is incontestable that custom cannot prevail over written stipulations freely consented to by the parties. The dispute turns, therefore, solely on the interpretation of the clause. The place of discharge contemplated by the parties was evidently the Commercial Dock at Cherbourg, and the reservation "or so near" was only introduced in case there should be a material impossibility for the ship to enter in safety. There can be no material impossibility if it is shown that at the next flood tide there would be sufficient water under the ship's keel for her to enter in safety. The arrival of the ship in the roads after a flood tide can only be considered as a misfortune in navigation, like delay from contrary winds. That was, in fact, the view taken by Captain Stokken, as in his letter of December 3 he only reserved his rights in case there should not be sufficient water at the next flood tide, when he should place the cost of lighterage at the charge of the receivers. The Lyna drew 5 metres 50, and it is proved by the declarations of the captain of the port and the pilot, that it was necessary at the flood tide, to lighten the ship to diminish the draught by 30 centimetes to permit her to enter the dock with safety. Therefore, for the portion of the cargo discharged to lighten the ship the place of delivery was the roadstead, which was so near as the ship could get, and the costs of lighterage must be borne by the receivers. Next with regard to the mode of discharge and the expenses incurred, the charter-party stipulates that the cargo should be brought to and taken from alongside the ship without risk or expense to the ship. That clause indicated clearly that the delivery was complete when the timber had once crossed the ship's rail, and had been either thrown into the water or on the quay alongside the ship: all the subsequent costs of removing the timber were, therefore at the charge of the receiver. Neither in this case nor in that of lightening the ship can the receivers invoke the custom of the port of Cherbourg. Thirdly, with regard to Captain Stokken's claim for demurrage, twelve days, not including Sundays and holidays, were allowed for the discharge. The ship was lightened by the receivers on the 14th of December, so as to permit her to enter by the flood tide on the 15th, which she did in the morning, and was moored at the quay in the afternoon. The lay-days thus commenced on the 14th, and the discharge terminated on the 26th, in all 16 days. But the 15th must be deducted as the lay-days were stopped for the ship to continue the voyage into the deck; also two Sundays and Christmas Day. The 12 days were not, therefore, exceeded. The lighterage and cost of piling the wood must be borne by Sebler, Vauvert, and Co., and Stokken, on the other hand, had no right to demurrage. The costs to be put together and be paid in equal shares by the two parties.

SHIPBUILDING AND REPAIRS AT PORT HURON.

Special Correspondence of the Marine Record.

PORT HURON, April 14.

The steamer Clara has been in the Wolverine drydock for a thorough overhauling. The steamer Birkhead is in getting calked, her stern bearing fixed and a new wheel. The steamer Oscoda has had her texas lengthened and some general repairs. The steambarge Ogemaw is getting general repairs. Steambarge Henry Howard has had new stern pipe, deadwood, rail and general overhauling and calking. They are rebuilding the tug Castle and will give her all new upper works, frames and ceiling. Steambarges G. H. Gratwicke, J. E. Potts and Tempest and scow Charlie Crawford will go into drydock.

Love & Schofield, of the Pioneer Boiler Works, have been busily employed doing lots of marine work. They have done repairs to the boilers of the steambarges Holland and Birkhead, of Marine City; they have built a new boiler 7x14 for a new tug built by D. Lester, Marine City; a new boiler 8x15 for the steambarge City of Dresden; a new boiler for a new tug owned by George L. Caldwell, recently built by R. Holland, Marine City; new furnace and back connection for the steambarge Ira Chaffee; new pony boiler for the steambarge Oscoda. They are building a new boiler for a steam pleasure yacht at Algonac and have put a new furnace in the tug J. W. Bennett, a new water bottom in the tug W. B. Castle and are building a very fine boiler of ½-inch Otis steel for the steambarge S. D. Caldwell. They have done a great many minor jobs and made several smokestacks.

James Fitzgerald, of the Drydock Iron Works, has enlarged his shop and added a new blacksmith shop and steam hammer. At these works repairs have been done during the winter and spring on the propellers Tempest, Birkhead, R. Holland, S. D. Caldwell, George King, S. C. Baldwin, Pickup, Oscoda, N. K. Fairbanks, Ogemaw, J. E. Potts, City of Concord, Keystone, Clara, City of New Baltimore, Ira Chaffee, Tecumseh, Rhoda Stewart, Burlington, J. L. Beckwith, O. D. Conger, S. H. Johnston, Lowell, Cleveland, J. E. Mills and Point Abino; tugs Frank Moffatt, Mocking Bird, George Hand, J. W. Barnett, Fisher and Wayne Isbell.

Dunford & Alverson, shipbuilders, have had the barge J. H. Rutter in drydock and given her a new bottom, fore and aft kelson inside, new floor and general repairs at a cost of $12,000. The steambarge S. C. Baldwin, got all new top works from covering board up, new cants fore and aft, new floor, new cabins and other repairs, costing $10,000. The schooner F. C. Leighton has had new deck and deck beams and minor repairs at a cost of $700. The schooner Young America had some new plank in her bottom, bottom calked and some repairs costing $800. The steambarge Fred McBrier has had her decks calked and some repairs. She will have her bottom calked. The steambarge Galatea has had her outside and deck recalked at a cost of $500. The barge St. Clair got some new plank in her bottom and recalking, amounting to $400. Barge C. B. Jones has had part new decks and some repairs amounting to $500. The steamer Burlington had her bottom calked and some repairs amounting to $300. The sidewheel steamer Evening Star was in drydock twice getting new timbers and her bottom calked at a cost of $400. Barge Susan Ward had general repairs, part new deck and rail, cost $200. Barge Emma E. Tyson had some general repairs costing $150. Barge Sea Gull will have a piece of new rail forward, some new stanchions and repairs. Towbarge Victor had her bottom and decks calked. The firm have kept a big gang of men employed during the winter, and they are looking toward the future by getting in a very large supply of the very finest timber that can be procured.

A Canadian scow captain, of eight years' standing, living not far from Windsor, who was conversing with another captain as to the new Canadian laws for the examination of masters and mates, said he thought he would prefer to get his certificate for competency, and not on recommend for long service, as he was well posted. His friend, the other captain, said he should go in on a recommend, as he did not understand some of the points required, and asked the scow captain if he understood about protests and bills of lading, and the reply he got was that "the mate had to attend to those." He then asked him if he knew anything about invoices, to which he replied, "That is simple enough. They"—meaning the inspectors—"hear your voice, and that will be enough." He was then asked if he understood about bottomry bonds, and he replied, "Yes. When you get on the bottom you will have to be able to inform the inspectors something about it." T. W.

CANFIELD TUG LINE.

A. O. Wheeler, Esq., of Manistee, partner of John Canfield in Canfield's Tug Line, was in Chicago consulting with the insurance magnates here in regard to wrecking on the east shore and in the Straits during the present season. The line has eight tugs, as follows; C. Williams, Irma L. Wheeler, Frank Canfield, J. C. Osgood, Charles Gnewuch, D. Cutler, Jr., Twilight and Hunter Savidge. The Williams and Wheeler are equipped, and at all times ready for wrecking operations. The line has Holly and Worthington wrecking pumps. A large new wrecking tug is now on the stocks, and will be in readiness for the fall disasters. Mr. Wheeler left Manistee on Tuesday evening. The little lake there was not open yet, but the tug Williams was bucking away at the ice.

TRANSFER OF VESSEL PROPERTY.

A number of important vessel sales were recorded at the Custom House on the the 10th. The transfer of all these craft to Chicago will increase the tonnage of the district quite largely. Schooner Lucinda Van Valkenberg, Thomas Hood to M. V. Fulton, one-fourth interest, $2,125. Barge S. A Irish, the Michigan Barge Co. to Henry V. O'Brien of Chicago, the whole, $2,000. Barge Wolverine, the Michigan Barge Company to Henry V. O'Brien, the whole, $2,000. Henry V. O'Brien, to Daniel R. O'Brien all the following: Barge Apprentice Boy, the whole, $3,500. Barge City of Grand Haven, the whole $3,500. Barge City of Grand Rapids, the whole, $3,500. Barge C. O. D., the whole, $3,500. Barge Transfer, the whole, $4,000. The tonnage of craft, thus added to the Chicago fleet, is as follows: Irish, 259: Apprentice Boy, 216: Grand Rapids, 225; Transfer, 361; Wolverine, 142; Grand Haven, 230; C. O. D., 208. Total tonnage of all, 1,641 The Apprentice Boy, Grand Rapids, Transfer, Grand Haven and C. O. D. are all sold by Senator T. W. Ferry and the Michigan Barge Company. The O'Brien Brothers will keep the line in the Grand Haven and Chicago line.—*Inter Ocean.*

NEW COMMANDERS.

Captain Gus Wolsin goes out of the steamship City of Rome this season and is succeeded by Captain Chapman, formerly of the Cumberland. An old sail vessel commander takes the Cumberland. Captain D. M. Mallory succeeds Captain Fagin in the steamship William Edwards. Captain Waters is succeeded in the clipper schooner Scotia by Captain Tom Burch. No master is named for the shooner Ellen Spry. It is understood that a new master is appointed to the fine schooner Halstead. Captain John Smith takes the S. B. Pomeroy. Captain Henry Moore takes the Lottie Wolf. Captain Crane will command the Pewaukee until the new Milwaukee schooner comes out, and will then take her. Captain John Wood takes the Ida Keith. The master formerly in the Mary B. Ayer takes the Higgie. Captain Thompson takes the Boyce and Captain Hatch the Mary L. Higgie.

Record was made at the custom house at Chicago on the 10th inst. as follows: Edward Jones, schooner Northwest; Charles Surnson, schooner L. M. Mason; D. Roach, schooner Marengo; A. M. Elliott, schooner Morning Star; Louis Hanson, schooner Jason Parker; G. Nelson, schooner Horace Tabor; William H. Fleming, schooner John Mee; W. Phelps, steamship Emma E. Thompson; W. E. Lodner, steamship Annie Laura; John Bailey, schooner Horace H. Badger; Louis Olson, steambarge Maine; John Freer, schooner E. J. McVea; William H. Hammond, tug Flossie Thielke; Stephen Green, tug J. C. Ingram; William Leith, schooner Halstead; John H. Dall, schooner Annie Dall; William Carlsen, schooner William Jones; Alex Gibson, schooner Margaret Dall; W. A. Thompson, schooner Jessie L. Boyce; Hans Larson, schooner Guido; Edward E. Napier, steamer Grace Grummond; William Scott, schooner Niagara (of Cleveland); Charles Johnson, tug W. L. Ewing; Henry Isaacson, sloop Planet; T. J. Pelton, tug Calumet; Peter W. Kennedy, tug Viva; Richard Connell, tug Arctic.—*Inter Ocean.*

A NAVIGATOR'S LUCK.

Captain Dan E. McDonald, the well-known navigator, now of Milwaukee, formerly of Canada, and later of Oswego, N. Y., has been appointed by the United States Government engineer on the lakes to look after their property, and goes on duty at once. Captain McDonald is a man of ability and strict integrity, and will prove an efficient officer. During his sailing career Captain McDonald commanded several sailing vessels, also propellers in the St. Catharines and Montreal lines; the clipper schooner A. Stowell, of the Red Horse line, Oswego, then several steamers of the Northern Transportation Company, of Ogdensburgh, Cleveland and Chicago, and at one time, when in the latter employ, rescued a Boston man on Lake Michigan and brought him to Chicago, for which he was called to Boston in the winter and presented with a gold watch and chain by King Solomon's Lodge of Free Masons for his heroic conduct. He also sailed the propeller Colorado, of the Merchant's Line for four years, and later, the steamships Rust and Sheriffs, of Milwaukee. Few men on the lakes are more popular than Captain McDonald.

NEW TUG LINES.

Chicago tug owners are to have two new lines of competition this season. The dredging companies have formed a sort of pool and will do general towing with their boats when the latter are not busy with the dredges and scows. The office will be in Crane's rooms in the Pardee building, and Captain Mike Driscoll is to be superintendent. Young Frank Crane will be collector. The boats are as follows:

Chicago Dredging Company—The Alpha, Crane and A. S. Allen.

G. R. Greene Dredging Company—The Alert and O. B. Green.

Harry Fox Dredging Company—The Monitor and Hattie Fox.

The second new line is Captain Gilman's. The office is in the basement of Pardee's building, where McLaughlan's restaurant used to be. Captain Si Sinclair is superintendent. The boats are the John Gordon, Paddy Murphy, Miner, Wilson Brothers, one not named and the D. L. Babcock. Captain David Dall, the vessel owner, will occupy the office jointly with Captain Gilman.

A NEW EXCURSION STEAMER.

In the county clerk's office at Buffalo has been filed a certificate of incorporation of the Buffalo & Lake Erie Excursion Company. The incorporators are R. R. Hefford, Captain M. M. Drake, H. H. Baker, Captain Lyman Hunt, A. Cordes, Captain Thomas Maytham, A. B. Drake and Captain Walter Robinson. These gentlemen have bought of the United States Government the wooden hull of the revenue steamer Commodore Perry, which has been replaced by an iron hull built by the Union Drydock Co. This wooden hull is in prime condition—staunch and seaworthy—and was built especially with a view to speed. It is now being fitted up as an excursion steamer, and is to be ready for business by the latter part of May. This steamer is 178 feet long and 24 feet wide, and has capacity to carry comfortably and safely about 800 people. She will have two high pressure engines, each 18x22 inches, working on one shaft, and two boilers of ample size. The screw will be eight feet in diameter. It is calculated that she will be able to run fifteen miles per hour. She will be fitted and equipped in first-class style, with every regard for the comfort, safety and convenience of passengers. It is intended that she shall be far ahead of anything in the excursion line that Buffalo has ever had, and certainly the ability and character of the men forwarding the enterprise are sufficient to make good this intention. There is hardly another city in the United States that has so many and pleasant water resorts as Buffalo, and there is no reason why a speedy and well-managed excursion steamer should not do a thriving business there.

A SUBSCRIPTION FOR MRS. PEREW.

Captain Hobson and the crew of the wrecked tug desire to express their thanks and gratitude to the people of Vermillion for the kindness and courtesy shown by them after the accident, and especially to the crew and owners of the tug Telephone which came so promptly to their rescue, and to the proprietor of the Lake Shore Hotel. Captain Moffatt is getting up a subscription for the widow of Engineer John Perew, who is left in destitute circumstances and has five small children dependent upon her. Vessel men generally are responding liberally to the appeal and he will undoubtedly meet with the success such a praiseworthy undertaking deserves.

ATKINS & BECKWITH,
Vessel Owners & Agents
127 LaSalle Street.
CHICAGO, - ILL.

A MODEL WRECKING OUTFIT.

Although Chicago stands preeminent as the largest and most important port on the entire chain of lakes, it has always been deficient in wrecking appliances. Hundreds of vessels have been wrecked in this vicinity, and may have been abandoned and allowed to pound to pieces when they could have easily been rescued had proper assistance been available. The harbor tugs have already rendered unfortunate vessels such aid as their limited power and such appliances as could be picked up would permit, but in many instances their aid proved of but little value. None of the tugs are fitted out for that especial work, and when vessels get ashore pumps have to be obtained in one quarter, hawsers in another, and by the time a competent wrecking-master has been secured and the tug put to sea much valuable time is lost. This, of course, has only happened when wrecks occurred at this end of the lake; but a large number of Chicago vessels have been wrecked in Green Bay or on the numerous islands and shoals in the vicinity of the Straits. In these cases assistance must necessarily come from other sources. The only wrecking outfit on the west shore of Lake Michigan was owned at Milwaukee, and when that was employed elsewhere, as was often the case, the Detroit tugs were called upon or the vessel becomes a total loss.

The terrible disasters of late year combined with the limited resources for rendering aid have created a demand for an outfit at this point. The underwriters guaranteed to support a local enterprise of that character, and J. S. Dunham, a prominent tugman and vessel owner, has promised to supply it. In fact his promises have already assumed a tangible form, and by June 1 Chicago will have the most thoroughly equipped wrecking outfit on the lakes. A large and powerful tug will be built for the work, and it will be supplied with all the latest improved appliances. The contract for building the tug was let yesterday to Miller Bros., of this port, and the work of "laying down" was immediately commenced. She will be built of the best white oak from a model designed by Frank E. Kirby of Detroit, who has the reputation of being the best marine architect in this country.

Her dimensions will be as follows: Length over all, 82 feet; length of keel, 70 feet; breadth of beam, 19½ feet depth of hold, 11½ feet. Her hull is calculated to weigh about seventy-five tons, and her outfit and supplies including engine, boiler, and fuel, the same amount. She will have a remarkably flaring bilge, which will give her a large carrying capacity, it being estimated that she will carry nine or ten days' supply of coal amounting to forty tons. Of the seventy tugs engaged in harbor work, there is but one that will carry over eight or ten tons of coal. Notwithstanding her breadth she will have fine lines at both ends. It is calculated that when she is fitted out she will draw 7½ feet forward and 9½ feet aft. She will be out of water forward 11 feet, and the distance from the water-line to the rail at the lower point will be 4½ feet. Her house will be very low, and designed for especial use in the Chicago river, enabling her to pass under the bridges.

The boiler will be built by John Mohr & Son of the best Otis steel, 7½ feet shell and 14 feet long, and will carry 109 pounds of steam. It will have a fore-and-aft steam-dome and two furnaces. The latter will be 6 feet long and 3 feet wide.

The engine is to be built by Robert Tarrant, and will be 175 horse-power. It will be high pressure, with a twenty-four-inch cylinder and twenty-eight-inch stroke. In addition to other important improvements there will be an adjustable cut-off and Dunbar piston-packing. She will have an eight-feet propeller wheel, and is calculated to make twelve miles an hour. Her stern bearings will be bushed with lignum vitæ. When complete the tug will cost $15,000.

The wrecking outfit will be very complete, the total cost will including tug, pumps, hawsers, and lifting screws, amounting to about $30,000. There will be four pumps. A fourteen-inch Worthington will be used, for water only. A twelve-inch rotary, manufactured by Silsby, of Seneca Falls, N. Y., will be used for water and grain. Mr. Dunham has also secured an eight-inch centrifugal pump of different pattern than any ever used on the lakes. In addition to pumping water and grain it will pump coal, not larger than seven inches in diameter, from the hold of a sunken vessel. Submarine divers and lighters will accompany an expedition when necessary, and the tug will be commanded by Captain Charles Roach, an efficient and experienced wrecking master. When not otherwise engaged the tug will be kept in commission at this port and engage in heavy towing. A warehouse at the Chicago drydock will contain the wrecking apparatus. Captain James R. St. Clair has been appointed Superintendent of the line.

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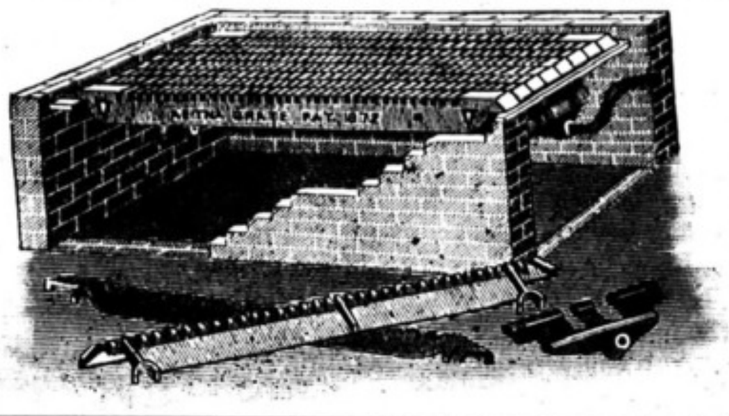

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See Prices next issue of this Paper

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They are priceless to LADIES, GENTLEMEN AND CHILDREN WITH WEAK LUNGS; no case of PNEUMONIA OR CROUP is ever known where these garments are worn. They also prevent and cure HEART DIFFICULTIES, COLDS, RHEUMATISM, NEURALGIA, THROAT TROUBLES, DIPTHERIA, CATARRH, AND ALL KINDRED DISEASES. Will WEAR any service for THREE YEARS. Are worn over the under clothing.

CATARRH, It is needless to describe the symptoms of this nauseous disease that is sapping the life and strength of only too many of the fairest and best of both sexes Labor, study and research in America, Europe and Eastern lands, have resulted in the Magnetic Lung Protector, affording cure for Catarrh, a remedy which contains NO DRUGGING OF THE SYSTEM, and with the continuous stream of Magnetism permeating through the afflicted organs, MUST RESTORE THEM TO A HEALTHY ACTION. WE PLACE OUR PRICE for this Appliance at less than one-twentieth of the price asked by others for remedies upon which you take all the chances, and WE ESPECIALLY INVITE the patronage of the MANY PERSONS who have tried DRUGGING THEIR STOMACHS WITHOUT EFFECT.

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TWO FISHING TUGS.
Both well adapted for fishing boats or tugging. Following are the dimensions of No. 1: Length, 49 feet; breadth, 11 feet; depth, 5 feet; engine 10x12; new steel boiler; built in 1882. Price $3,500, cash.
No. 2: Length, 42 feet; breadth, 12 1-2 feet; depth, 5 feet; built in 1881; engine 14x14, new boiler. Price, $4,000, cash.
Also one double marine engine 14 1-2x20 inches; 7-foot Philadelphia wheel; in A1 condition. Price, $1,300 cash. Address MARINE RECORD OFFICE.

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Her length is 135 feet, beam 26 feet, and hold. 10 feet 10 inches. Boiler 17 feet long, 7 feet diameter; three flues, two 16 inch and one 17-inch. Engine 22x42. Carries 240,000 feet of lumber. Speed, 11 miles light, and 9 1-2 loaded. Insurance valuation, $15,300. Address MARINE RECORD Office, No. 2 South Water street, Cleveland, O.

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Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $4,700, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

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CANAL SCHOONER.
One of the best canal schooners on the lakes, sound in every particular and straight A2. Capacity, 600 tons iron ore or 21,000 bushels of wheat. Can be purchased for $7,500. One-third to one-half cash, balance on easy terms. Address MARINE RECORD OFFICE.

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SECOND HAND TUBULAR BOILER, 44 inches diameter, 43 tubes 3 inches diameter and 12 feet long, steam drum 30 inches diameter, 40 inches high; front grates, fittings and breechings; good order.
SECOND HAND MARINE BOILER, in good order; Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches. length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 4 inches long, three flues 18 inches diameter; two flues 16 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high
SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.
SECOND HAND MARINE ENGINE; double direct-acting 8x8 inch cylinder, shaft and wheel for yacht or tug; good as new.
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A. A. POMEROY, Editor and Proprietor.

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THE SHIPPING BILL.

It is singular that people concerned in the same interest do not realize the importance of concerted action, but it is nevertheless a fact, they do not. In consequence of this unfortunate condition of the shipping interests the friends of the Dingley shipping bill and the friends of the inter-state commerce bill defeated their interests on both measures. By pulling and hauling for the supremacy they virtually defeated each other to them over detriment. Three special orders came up for consideration one day, recently, in the House. Two of them were, the shipping bill and the inter-state commerce bill. Of course they would have to come up one at a time. The shipping bill headed the list, and the members of the shipping committee asked the House to consider the measure. But on a yea and nay vote the house refused. Friends of the inter-state commerce bill combined with the advocates of public buildings (the third special order) to defeat consideration of the shipping bill. The House then voted to take up the inter-state commerce bill and it also had to take a back seat because the advocates of the shipping bill took revenge by working against it. Finally the public buildings secure consideration. If the forces of shipping and commerce could have united and agreed to help each other their measures might have stood some chance this session. Now the fate of these bills is doubtful. If they are taken up at all it will be some weeks hence, at all events not until after the tariff question has been disposed of.

DAKOTA AND MINNESOTA WHEAT.

According to prospects there will be as much wheat to bring down from these vast fields as there was last year. Something of the extent of these fields is shown from the fact that seeding time ranges from the 25th of March to the 20th of May. After a few delays already, seeding time will even now antedate last year by an average of six days. South of the forty-fifth parallel, where the average date for seeding is April 15th, about one-third of the crop was in by the 1st of April. North of that line the crop in at that time was about five per cent. All signs are fair for a large acreage. The depression caused by the present state of the market will, it is said, be overcome by the difficulty in obtaining seed for other crops, particularly corn, which was a comparative failure last year in southern Minnesota and Dakota, and did not mature sufficiently to be available for seed. It is estimated that for various reasons there will be 400,000 acres added this year to the 2,600,000 acres of last year in Dakota. There will be no increase in the Minnesota acreage. It is estimated by a Chicago Times' correspondent that if the 57,000,000 bushels of wheat raised in Minnesota and Dakota last year, fully 12,000,000 have not yet found a consuming market. Low prices, supposed unfairness in inspection, discrimination in freight rates combined to keep it at home. Consequently this amount will be added to this year's crop, making it probable that there will be more wheat to be brought down this year than last.

A NEW HARBOR MASTER.

The session of our city council on Monday evening last was particularly interesting to that portion of the community who do business along the Cuyahoga river, and upon the wharves thereof, for the reason that during that sitting a harbor master was elected for the coming year in the person of Mr. Arthur Devine, a member of that body from the seventh ward. The gentleman mentioned was nominated by Mr. Mueller, and after several ballots resulting in no choice, Mr. Devine cast the ballot which resulted in his own election. Immediately upon the announcement of the result the newly elected harbor master arose to his feet and in appropriate and fitting terms expressed himself as being very thankful for the honor conferred upon him, and apologized for having elected himself by stating that he had cast the deciding vote in his own favor for the reason that he was forced to so do by the absence of some of the members to whom he looked for support. He stated further that it had been charged against him that he was incompetent to fill the position because of want of knowledge and experience in nautical matters, and finished with the statement that he was as able to perform the duties devolving upon him as any nine out of every ten of the sea captains. But for the providential interference of this same Devine, Captain Kirby, the present incumbent of the office, and one who commands the highest respect of all the marine men on the river and lakes, might have remained in the position he has so faithfully and satisfactorily filled.

THE INTERNATIONAL BRIDGE CO.'S NEW TUG.

The iron tug, built by the Globe Shipbuilding Company for the International Bridge Company, of Montreal, was launched to-day at 3 o'clock, going into the water without a hitch, and with her fine yacht-like lines, showing a symmetry and smoothness that would seem almost impossible to render in iron. Her length over all is 75 feet, 67 feet on the water line, 17 feet beam, 9 feet 5 inches depth of hold; stem and keel 5x1 inch, stern frame 5x1⅛, frames 3x2½; steel angles spaced 20 inches amidships and 18 inches forward; reverse frame of 2x2 steel angle on alternate frames. The plating for garboard and sheer strakes is ⅜ inch and balance of plating 5-16 inch iron. She has three water tight bulkheads athwartships, iron coal bunkers, boiler and engine foundations of plate and angle iron. Her breasthooks, three forward and one aft, are of iron. Her centreboard kelsons, 2x3 angle are back to back and riveted to every frame; bilge kelsons run from stem to stern post, terminating in breasthooks forward and aft of 3x3 inch angle iron, also back to back and riveted to every frame. The deck beams are 4x3 inch angle; the main deck is of 3-16 plate. The iron bulwarks are also of 3 16 plate, braced with K braces and surmounted with oak rail. The engine and boiler hatch combings are of 3-16 plate and 12 inches deep. The pilot house and engine and boiler house are of plate iron. The engine, which is high pressure, is 20x20, expansion geer, with double throe crank. The boiler, which is of steel, is 7 feet in diameter and 13 feet long and allowed to carry 100 pounds of steam. Altogether this iron tug is one of the most powerful that can be conceived, and has been built with a view of successfully forcing her passage through the ice in the northern lakes. Among the visitors at the launch were officials of the International Bridge Company, who have shown much interest in the progress of this magnificent work for Canadian waters, and the Globe people may expect to be called to figure on other orders from that quarter.

CARGO INSURANCE RATES.

Several important tariffs on cargo insurance have been announced in Chicago on west bound merchandise. The rates are for the season, and are for each $100 worth of property. The figures are much higher than last season; on merchandise they are 40 to 50 per cent. higher than the rates of 1883; on iron ore and pig iron they are about 50 per cent. higher than last season. But the rates of last season were low for the underwriters, and these figures for the present year are not exorbitant. The tariffs are as follows:

These figures are on general merchandise transported by the regular propeller lines. Lake Ontarie ports to Chicago, 35; Lake Erie ports to Chicago, 25; Sarnia and Lake Huron Ports to Chicago, 15. All 10 off.

COAL CARGOES.

These rates are on coal cargoes for all vessels, A1 to and including B1: Lake Ontario ports to Chicago, 60; Lake Erie ports to Chicago, 40.

PIG IRON AND IRON ORE.

The different rates for the different classes of vessels are indicated. From ports on the south shore of Lake Superior to the various receiving ports the figures are:

	A 1 and 2	A 2½	B 1
To lake Michigan	40	48	60
To Detroit	35	42	52½
To Lake Erie	40	48	60
To Lake Ontario and Ogdensburg	50	60	75

From ports on the north shore of Lake Superior add 10 for A1 and A2 vessels; 12 on A2½ vessels; 15 on B1 vessels.

FROM ESCANABA.

	A 1 and 2	A 2½	B 1
To Lake Michigan ports	25	30	37½
To Detroit	30	36	45
To ports on Lake Erie	35	42	52½
To Lake Ontario and Ogdensburg	45	54	67½

FROM POINT ST. IGNACE.

To Lake Michigan ports	30	36	45
To Detroit	25	30	37½
To ports on Lake Erie	30	36	45
To Lake Ontario and Ogdensburg	40	48	60

FROM PORTS ON LAKE ONTARIO.

To ports on Lake Erie	30	36	45

IRON MARKET REPORT.

CLEVELAND, April 16.

Prices remain as firm as in the past, but there is no improvement. Receipts the past week were 1365 tons, shidments 585 tons. We quote:

CHARCOAL PIG IRON.

Nos. 1 and 2 Lake Superior charcoal	$22 50@24 00
Nos. 3 and 4 Lake Superior	22 50@25 00
Nos. 5 and 6 Lake Superior	22 50@24 00
Nos. 1, 2, 3, 4, 5, Salisbury	34 50@36 00
Southern charcoal irons	27 50@32 00

Reported by E. L. Harper & Co., Cincinnati.

The condition of the iron market, general business and the weather afford the bears and crokers alike temporary gratification though prices are in the main well sustained. There is reason to believe that should competition reduce current prices in any degree, a further curtailment of production will be inevitable which will doubtless arrest any downward movement. The latest advices indicate that the pool scheme of the nail manufacturers will be successfully consumated which will afford important industry protection from the fratricidal cuttings. We quote as prices current as follows.

FOUNDRY.

Hanging Rock Charcoal No. 1	$22 25 to $23 25
Hanging Rock Charcoal No. 2	21 25 " 22 25
Strong Neutral Coke No. 1	18 50 " 19 00
" " " No. 2	17 50 " 18 00
American Scotch, No. 1	19 00 to 19 50

GREY FORGE.

Neutral Coke	$16 50 to $17 00
Cold Short	16 25 " 16 75

CAR WHEEL AND MALLEABLE.

Hanging Rock, strictly cold blast	$ 27 25
" " warm blast	24 00 " 24 50
Lake Superior "charcoal" all grades	24 00 " 25 00
Southern Car Wheel, strictly cold blast	26 00 " 26 50

THE CITY'S DOCKAGE.

The Council Committee on Harbors and Wharves met in the Clerk's office Friday afternoon to receive bids for the collection of wharfage on the public docks of the city. All the committee were present. The bids were higher, by considerable, than they have ever been before, and the committee were well satisfied. Last year there was considerable trouble with the collection of the money, and the committee have taken precautions to prevent a repetition of the same fault. The resolution adopted by the committee reads as follows:

Resolved, That the city clerk be and he is hereby authorized to issue licenses for the collection of wharfage on the public docks to the persons herein named upon the payment of the sums bid therefor, provided that if said sums are not paid by the respective bidders within thirty days from the adoption of the resolution, this authority is hereby revoked.

The bids offered and accepted are as follows:

Superior street H. P. Chamberlain	$ 80 00
Willow street, south side, John Mullen	30 00
Main street, north side, J. A. Beidler & Co	25 00
Main street, south side, J. A. Beidler, & Co	25 00
Spruce street, east side, George Morris & Co	100 00
Viaduct, north abutment Robert Greenhalgh	63 00
Spruce street, west side, Presley & Co	60 00
Hemlock street, Presley & Co	25 00
St. Paul street, Globe Shipbuilding Co	10 00
St Clair street, J. D. Jones	107 50
Upper Central Way, east side, Chas. H. Strong	26 00
Front street, L. P. & J. A. Smith	151 00
Old River street, north side, L. P. & J. A. Smith	60 00
Mulberry street, north side, L. P. & J. A. Smith	11 00
Willow street, north side, L. P. & J. A. Smith	41 00
Elm street, north side, L. P. & J. A. Smith	15 00
Center street, north side, L. P. & J. A. Smith	15 00
Sycamore street, north side, L. P. & J. A. Smith	25 00

The committee discussed plans for getting control of the city docks now used by the railroads. These corporations have monopolized them to the exclusion of the city by running their tracks across them. It is proposed that the city either clear them off or collect a suitable rent from the companies. The City engineer is at fault for not keeping them for the city's use.

[*Concluded from 1st page.*]

meantime opposition has endeavored to head him off, but nothing daunted, he is prepared for all comers.

William Wolf, a colored deckhand, was drowned from the propeller Oconto last night just as the steamer was about departing westward.

The steamer Golden Eagle, of the Alpena and Oscoda route is ashore at Black River. The mails and passengers were taken off by the crew from the shore. A tug has gone from Alpena to the rescue.

The steamship Schoolcraft, built for Alger, Smith & Co., at Craig's yard in Trenton, was successfully launched on Tuesday and will be towed here for machinery. She will be used in carrying lumber and towing rafts.

The dispatches last night reported the steamer Algomah again in trouble by being caught in an ice jam in the Straits, compelling a portion of the passengers to walk ashore on the ice or starve. J. W. H.

MARINE CITY.

Special to the Marine Record.

P. Lester, shipbuilder, is building for Captain J. M. Hubbell of Saginaw a tug 58 feet over all 14½ feet beam 7 feet hold. Her engine 16x20 was built by Sutton Bros., Buffalo, and her boiler of steel, 6½ feet diameter 12 feet long, by McGregor & Son, Detroit. She will be launched in about two weeks.

The Toledo & Saginaw Transportation Co., have made the following appointments to their fine fleet of vessels. Steambarge C. T. Curtis, Captain George H. Lester; Tempest, Captain James Taylor; P. H. Birkhead, Captain Robert Gains; towbarges Isabel Reed, Captain Cunningham; T. S. Fassett, Captain J. Ward; N. Holland, Captain Wm. Clendeny; J. R. Edwards, Captain John Balfour; W. A. Young, Captain Eillis; Troy, Captain Scott; Dayton, Captain Taylor; Kittie Brainard, Captain Potter; Minnie E. Orton, Captain Alex. Begg.

A handsome new steambarge was successfully launched at George Koenig's ship building yard on the 10th. G. Koenig built her for himself and M. Sicken & Co. and she was named the M. Sicken. She is 135 feet long on deck, 26 feet beam and 9 feet hold. She will have a compound engine 16x22 and 28x22 and a boiler of ½ inch steel 7½ feet diameter and 14 feet long, built by Christian & DeGraff, Detroit. She started for Detroit on the 14th in tow of the tug G. Hands and will have her engine and boiler put in there.

George Koenig rebuilt the barge C. L. Young from the waters edge up, and has done considerable repairs on other vessels during the winter.

Alexander Anderson, shipbuilder, is rebuilding the barge S. Gardner for Mr. R. Holland. She will be lengthened 12 feet, will have two feet more beam and two feet more depth of hold, and will be almost a new barge when complete and will be given a new name.

R. Hollands steambarge S. D. Caldwell will have a new steel boiler ½ inch thick to carry 110 of steam, it is being built by Love and Schofield at Port Huron.

The good people of Marine City turned out in great force on Sunday afternoon last, to welcome the steamers City of Cleveland, Atlantic and Pearl from Detroit, this being their first arrival this season.

The steambarge Fairbanks left here Sunday afternoon for Detroit and Cleveland.

A very fine barge, built by D. Lester, shipbuilder, for the T. & S. T. Co., will be launched this week, she will bear the name Minnie E. Orton. She is 185 feet over all 30 feet beam 10 feet hold, she will be a consort to the steambarge P. H. Birkhead and will be commanded by Captain Alex. Regg.

D. Lester, is also building for the same company, a tug 83 feet over all 17½ feet beam 9½ feet deep. Her engine 20x24, is being built by S. F. Ifodge & Co., Detroit and her boiler, 7 feet diameter 14 feet long, by Love & Schofield, Port Huron.

S. Baker & Son, ship joiners, etc., have made a new windlass for R. Holland's barge

Gardener, also one for the barge G. Kelly.

The barge Troy has had two new masts and all the T. & S. T. Co's. barges have received a general overhauling.

The steambarge D. Leuty, Captain Pringle, coaled up and went to Port Huron on Tuesday to go on the Wolverine drydock.

W. B. Morley & Co, shipbuilders; are building the largest steambarge ever built at this port. She is 250 feet in length over all, 38 feet beam and 21 feet depth of hold, and will carry 1,800 tons. She will be extra strong built, will have five main and assistant kelsons 13x13 each, floor timbers 21 inches, frame 21 inch centers, ceiling 6 inches, bilge kelsons 8 inches, outside plank 4 inches; 6 garboard strakes 6 inches, main deck frames 12x8, lodging knees and hanging knees to every beam; upper deck frame 6x8 inch with hanging knees, and she will be diagonally iron strapped. She will have six hatchways 8x9 and will carry four masts. The Detroit Drydock Engine Works will build her engine and boiler.

TOLEDO.

The tug Rooney has been purchased for $1,600 of the McCort estate, by Messrs. L. S. Sullivan and W. J. Leaven. who will put it in shape for the season's business.

Steamboat inspectors will be here on Friday to inspect several of the steam craft.

CROSS VILLAGE.

Special to the Marine Record

The lake at this point is filled with solid ice as far the eye can reach. It was reported that the smoke of a steamer was seen at the head of Beaver Island on the 9th.

L. J. Bovee has raised his dock forty inches this winter, replanked it, and driven about fifty new fender piles. This is one of the best and most substantial private docks on Lake Michigan. Captain John Wagley, who is considered to be one of the ablest dock builders in the country, superintended the repairs.

MANISTEE.

Navigation is open here and vessels are making daily trips. The vessels are taking shingles and lumber, while the steamboats are taking salt principally. The Flint and Pere Marquette boats are running into this port. The boats and vessels make things lively at this point.

EAST TAWAS.

The propeller Arundel arrived from Bay City on the 16th, the first of the season.

ESCANABA.

The ice, which went out of the bay Tuesday night, still holds in the inner harbor, but the steamers could reach the docks easily. Wind northwest, cold.

MILWAUKEE.

Shippers are offering $1 for single trip on ore from Escanaba to Ohio ports, and $1.10 on three or more trips.

As the steambarge G.P.Heath was making Grand Haven in the heavy sea the mate, Leonard Armen, was knocked overboard and drowned. He leaves a family.

A local agent to-day received advices from Smith & Davis, of Buffalo, saying that there was no truth in the report that there was a cut in hull insurance rates, and a premium would be paid any one who could prove that there had been.

The steambarge Lewis Pahlon, from this port has reached Thompson, on the north shore of Lake Michigan, the first boat of the season.

DULUTH.

There is much activity in marine circles and all craft in the harbor are getting ready for the opening.

The finest card of the season among vessel brokers is Captain A. McDougall's picture of Duluth.

There is more water in the harbor now than there was last spring at this time.

J. T. Rose, long and favorably known as the agent of the Collingwood line, will be the agent at this port for the Europe.

LORAIN.

Special to the Marine Record.

Captains Baily and Roof, of the Cleveland custom house, arrived here to measure the new steambarge W. P. Thew, built by H. D. Root, a description of which you gave in the RECORD on the 27th of March, the barge being launched on the 25th of March.

ERIE.

Special to the Marine Record.

The party that bought the land light property from the Government went to Washington some two weeks ago and signed a contract to sell it back to the Government for $4,000. He paid two years ago for it at auction $2,300. The lens and lamp that was taken out of the tower was sent to the Government lamp shop at Staten Island, N. Y., and the lantern material to Buffalo.

E. F. C.

FRANKFORT.

Special to the Marine Record.

The scow Nellie Church arrived yesterday from Sheboygan Wis., being the first sail arrival at Frankfort for 1884. She departed last night with a cargo of hardwood lumber, laden at Cranes mill.

The schooners Mishicott, Wescott, and Graham Bros. are expected in a few days.

The propeller L. A. Cummings is in port bound for Traverse Bay and Charlevoix, but north of Point Betsy it is one vast field of ice and she cannot get through. Hence she lays here ice bound.

This warm weather is moving the ice at rapid rate but still I will stick to my prediction that the Straits of Mackinaw will not pass a craft through until May 4th.

The tug Sharley Butler yesterday was presented a beautiful set of colors. A fine presentation speech was made, after which all enjoyed an excursion on the new craft.

All the saw mills here started up, but the blast furnaces are idle and no prospect of starting up.

C. B.

ALGONAC.

Special to the Marine Record.

Captain Calvin Currie has fitted out the tug R. W. Currie and will use her, in addition to doing towing over the St. Clair Flats, as a supply boat, and will be prepared to supply all necessary provisions to vessels passing up and down St. Clair river.

The fine schooner Nelson Bloom, owned by Captains James P. Harrow, J. B. Lozen and William Baker, is being fitted out. Captain Gilbert Townsend will sail her.

The propeller Plymouth, owned by the same parties, is being rebuilt by E. Dubrau shipbuilder, under Captain J. P. Harrow's superintendence. She will have new frames fore and aft, new kelsons, topsides, deck frames and deck, and will be planked, up to the rail. She will be 216 feet keel, 34 feet beam and 16 feet hold, and will come out as a three mast schooner at a cost of about $20,000. She will be for sale when completed.

The barge Lady Franklin, Captain Bennett, will have another mast put in her.

Captain J. Phelps will sail the barge William Case. She has had her topsides calked ceilings wedged and a through overhauling.

Peter Rowe, ship builder, is rebuilding the tug Parker for A. Smith & Son.

The barge H. C. Potter, Captain J. B. Mitchell, is getting her topsides calked. She will go on the drydock at Port Huron for bottom calking.

ST. IGNACE.

A cold rain fell on Tuesday, with the wind fresh from the northeast. The ice is packed in here solid again. The Algomah had a difficulty in crossing, and had her rudder disabled in mid-straits. The passengers went to Mackinaw City on the ice. The tug Saugatuck is fitted out to go to the Algomah's assistance.

CHEBOYGAN.

The water extends to Point au Sauble. The ice has moved, closing up the Algomah's channel at the crossing. Boats can now make this harbor from below, but a passage of the Straits will not be ready for some time yet, as the ice between St. Helena and McGulphin's Point remains unbroken. Wind east, gale; raining hard.

WINDSOR.

Special Correspondence Marine Record.

The following passed inspection at Windsor recently: As captains, H. Jeffrey, J. Boaz, D. S. Webster, F. McHand, C. R. Glass, J. A. Tobin, N. Stark, J. Weston, J. H. Glass, W. Forbes, J. B. Forrest, J. Barnett, M. J. Fleming, George D. Horne, J. Foster, Henry Mitchell, John Wilkinson, James R. Inness. Passed as mates: M. Cassidy, J. Barnett, John Foster, J. Carney, A. Curtiss.

Passed as captains at Amherstburg: Jas. Topin, T. McGowan, John C. Burns, Thos F. Hayes, Wm. King, James Laframboise, F. B. Hackett; at Wallaceburg, Captain W. D. McCrea, W. S. McLean; at Chatham, Captains Louis Shebona, Ozia Barrett, J. Caddorett, J. Kousk, A. Correll, J. M. Taylor, J. J. Craig, Wm. Allen, Wm Aiken, W. Walker, S. St. Amour, T. Hagen, J. A. Maratt, P. Cassidy, D. F. Cook, G. W. Shaw.

ST. CLAIR.

Special to the Marine Record.

Simon Langell, shipbuilder, is getting well ahead with the very fine steambarge he is building for Woods, Perry & Co., Cleveland, She is 200 feet in length over all, 33½ feet beam and 12½ feet depth of hold, and will carry three masts. Her fore and aft compound engine, 24 and 44 by 36, and steel boiler, 10x16, were built by the Globe Iron Works, Cleveland, and she has been supplied with the Providence patent steam capstan windlasses, new style, manufactured by the American Ship Windlass Company, Providence, R. I. Captain Henry Fish will command her, and Stephen Miller, formerly of the Ogemaw, will be first engineer.

The barges Keepsake, Shiawassee and C. H. Weeks are having some repairs and fixing up ready for work. They will form the tow of the steambarge Salina.

The steambarge Lowell, Captain C. H. Westcott, has had her engine and boiler overhauled and repaired, also some repairs to her hull. She will tow the Alice Richards, St. Clair and Montpelier. The Montpelier has been purchased recently by Captain Scott and W. Brake, of Marine City from the Michigan Barge Line Co., of Grand Haven, and she will be brought from Lake Michigan as soon as possible and converted into a barge by having her masts cut down.

ASHTABULA HARBOR.

Special to the Marine Record.

Vessel men are showing the activity incident to the opening of navigation.

Much repair work and improvement has been made along the docks during the past few weeks, and the channel to the lake has been properly dredged and straightened, and the harbor will accommodate the largest vessels without trouble.

Morris Kingsley, of Buffalo, assistant chief engineer of the corps having in charge the government work between Cleveland and Buffalo, is inspecting the work on the west pier.

The tug Red Cloud, Captain Geo. Fields, is being prepared for the season's work.

STURGEON BAY.

The first schooner arrival was the Scovill. She loaded with wood at Wohltmann's pier.

The Escanaba Iron Port is authority for the statement that the steamer Corona will be placed on the route between Manitowoc, Escanaba and Manistique the ensuing season, making two round trips per week. From this it would appear that the Goodrich Co. has finally concluded to abandon the Manitowoc and Sturgeon Bay route.

Captain Alfred Taylor states that there is a possibility that the fine steam yacht A. Booth will be placed on the route between this port and Menominee the coming season.

The steambarge Burroughs arrived this, Wednesday, morning from Milwaukee, and the schooners Scoville and Dunham both cleared for the same port, loaded with seasoned wood.

The first vessel to arrive at Horn's Pier this season was the J. M. Prime, followed by the schooner Racine soon afterward.

Captain Armstrong is here from Ahnapee to take command of the schooner Peoria again.

The steambarge Smith will load lumber for G. O. Spear as soon as some slight repairs can be made. There are about one million feet piled in the yard about the Spear mill, and this will be carried to market as fast as possible by the Smith and schooners Peoria and Westchester, as soon as the latter can be fitted out.

Shipping from Jacksonport and Bailey's Harbor has commenced for the season, several clearances from those ports being noted. —*Advocate.*

KINGSTON.

There will be six steamers leaving Picton daily this season for the various bay ports.

The steambarge Belle Wilson is being fitted out at Picton for the Georgian Bay and Lake Superior trade.

The schooner O. M. Bond, Captain W. J. Vincent, now at Morristown, will go to Oswego for repairs as soon as the ice permits.

This season the wrecking company will not do towing in the harbor. It will be done by Captains John and Thomas Donnelly.

The promenade deck on the new steamer St. Lawrence is completed and canvassed, the bulwarks on, cabin enclosed, wheel house frames up, rudder shipped, deck calked, and planking all on but one or two strakes.

CHICAGO.

The schooner J. W. Brown, lying in Arnold's slip, sunk on the 12th. She lies partly on her side and completely submerged. The owners suspect foul play and will thoroughly investigate the matter. The Brown is one of the oldest vessels on the lakes, and it has often been wondered how she weathered the storms she has been out in. The fact that her master is one of the best navigators probably explains part of it, but the old craft must have been launched under a lucky planet for her luck is great. Last fall, in gales in which great staunch craft went down with all hands, the Brown lived and made good weather and would come into the harbor without the loss of a board from her deck load of lumber. She measures 165 tons, was built in 1847, and is owned by Peterson, of Chicago. Peace to her ashes. She has in her time earned several fortunes. Nothing is being done toward raising her.

The schooner Reindeer and Rising Star went into drydock at the Chicago Company's yard yesterday.

The steambarge Markham collided with the iron railroad bridge at Sixteenth street, doing herself some damage and knocking the bridge off its center wheels. The Superintendent of bridges was on the scene, and a force of men were at work. The cost of repairs will be quite heavy. It was asserted that the city would hold the steamer responsible. The officers of the latter claim they are in no way to blame for the accident.

During the winter sail vessels and steamers in winter quarters have been moved about the harbor in all sorts of shapes and places—across corners, and so on. The winter is over now and the festive steambarges are scooting up and down through our crooked creek, and it would be a bright idea for owners and masters of large craft and all craft not fitted out to get them into safe positions. If this in not speedily done there will be numerous costly collisions.

The propeller Lawrence cleared on Tuesday for Cheboygan, and sailed fully prepared to force a passage of the Straits.

A meeting of vessel owners, irrespective of membership of the Chicago Vessel Owners' Association was held Tuesday night to consider the question of sail vessel insurance. The unanimous feeling was that the discrimination attempted by the insurance combination should not be tolerated, and that the exorbitant rates should also be fought. The following was adopted:

Resolved, That the vessel owners of Chicago will not submit to the outrageous terms and the criminal and outrageous discrimination attempted by the insurance combination, and that rather than submit we will send our vessels out without insurance.

Resolved, That we attend the meeting of the Chicago Vessel Owners' Association tomorrow (Wednesday) and work for united action.

As indicated, the Vessel Owners' Association held a meeting Wednesday afternoon in the arbitration rooms of the Board of Trade.

It is understood that the committee on sail vessel insurance has been invited to "confer with the Continental Insurance Company when they are ready to place a large line of hull insurance."

Lake freights are very dull, and the inquiry for vessel room is light. Rates are nominal at 4 cents for corn and 4½ for wheat to Buffalo.

The vessel owners' committee decided to ask insurance companies for a concession from present rates. Most agents are asking $1 on grain cargoes to Buffalo, but the vessel owners expect a 60-cent rate.

Captain Charles Roach, of the J. H. Dunham's wrecking line, left Chicago yesterday by rail to take a look at the schooner Regulator, ashore near St. Joseph, with a view to rescuing her.

POINT MARBLEHEAD.

The life saving station here is now a full pay establishment, with the following officers and crew: Captain, L. M. Clemens; assistant, Winslow Griesier; surfmen, Joseph Pokey, Daniel Griesier, Myron Clemens, James Fitzgerald, James Clemens and Jerry Tracy. Captain Clemens now receives $700 per annum, and the other men $60 per month. The station is being enlarged and when the work is finished will be 53x22 feet, with an addition in which is kept a wagon for the use of the crew in transporting boats and material to and from the dock. The station will soon receive one of superintendent Dobbin's celebrated boats.

GENERAL NEWS.

The Welland canal is expected to be opened to navigation about the 28th inst.

The exposition of the Keely motor was again postponed Thursday, as the "work of perfecting the graduation" is not finished.

The Dominion Government has appropriated $3,000 with which to erect a steam fog whistle on Gibraltar Point, at the entrance to Toronto harbor.

Representative Long, of Massachusetts, was before the ways and means committee on April 8th, and made an argument in favor of making foreign materials to be manufactured into articles for American vessels free of duty.

Mr. Ellis, from the committee on appropriations, reported back the Senate bill authorizing the Secretary of the Navy to offer a reward of $25,000 for rescuing or ascertaining the fate of the Greely expedition After a brief debate the bill passed.

The annual meeting of the stockholders of the American Steamship Company, was held at Philadelphia on April 7th. The annual report for 1883 was read, showing receipts of $684,766 and expenditures of $906,897, leaving a deficit for the year of 1883 of $222,-131.

A bill appropriating $40,000 for the erection of a lighthouse at or near Port Sanilac, Lake Huron, has been favorably reported on by the congressional committee on commerce. It is thought the appropriations committee will also favor the project.

There are no indications of an early opening of navigation at Toledo. There are now in store in the elevators there 4,025,621 bushels of grain, of which amount 2,441,804 is wheat and 1,571,078 corn. The greater part of this must find an outlet to the seaboard, and will be taken mostly by lake when navigation opens.

The United States dispatch boat Dolphin, built at Roach's yard, was successfully launched Saturday. A large number of persons were present, among them Secretary Chandler, Admiral Mullaney, and other officers of the navy. Mr. Roach was himself complimented on the fine appearance of the ship.

Representative Barksdale has reported favorably from the committee on commerce the bill introduced by Mr. James to provide for the purchase of the property known as the Seamen's Retreat, in the town of Middletown, N. Y., at a cost not exceeding $280,000 and the use of the same for the purposes of a marine hospital at the port of New York.

Mr. D. B. Smith, secrtary of the produce exchange, says that the House committee on rivers and harbors have unanimously adopted the project for a straight channel from Toledo to the lake and have appropriated $25,000 for this year. The recognition of the new basis is the important consideration, and secures the establishment of the straight channel when the river and harbor bill passes Congress.

Letters have been received from Captain Morrison, of the ship Rainier, lost in the Pacific Ocean January 3, near Ujaal Island, of the Marshall group. When the vessel went among the breakers the natives came off in boats and took the captain and crew ashore, fifteen miles from the point of the wreck. There are fifty inhabitants on the island governed by a king. The natives were very kind, and did everything for the comfort of the crew. Some of them can speak English, having learned from traders. The island is three miles long, and 250 miles from the nearest mainland. The nearest land is the Phillipine Island.

It transpired on the 16th inst. that Chicago is to have several lines of suburban steamers the coming summer. A fine, new steam yacht, just completed, is receiving her "finishing touches" at Lake street, and will ply between Chicago and Lincoln Park. Another steam yacht will ply from Chicago to Evanston, touching at Lincoln Park and various points along the shore. The little steamer Adrienne will ply between Chicago South Chicago and Hammond. A little propeller, just completed on the east shore, will make daily trips south from Chicago, touching at various points, and having South Chicago for her terminus. Two little steamers, and perhaps four, will ply between the city and the southwestern suburbs along the Chicago river. It is understood that boats formerly run in the pleasure business in the lake basin will be put on this route.

An important shipping and commercial venture has been, or is being, floated in Greenock for the purpose of acquiring and sailing a number of wooden vessels in the Quebec timber trade. The capital, which has been fixed at £30,000, in 300 shares of £100 each, has been, we believe, pretty nearly subscribed, although in the meantime it is not intended to call up more than £75 or £80 per share. The name of the company is "The Clyde and St. Lawrence Shipping Company, Limited," and one of the main features of the company will be that, as a rule, insurance with underwriters will not be effected upon its ships, but the company will lay aside its own insurance fund. It only remains to be added that the promotors of the company are long established Clyde ship owners, and have had a lengthened experience in the management of ships in the lumber trade.—*Liverpool Journal of Commerce.*

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A Full Line of Vessel Supplies,
Lubricating and Lamp Oils
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MANUFACTURERS OF ALL KINDS OF
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Manufacturers of Hotel Ranges & Laundry Stoves, and Dealers in
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128 SUPERIOR ST., CLEVELAND, O.

FOR SALE,
New Iron Tug.
Dimensions 78 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 13 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft gland, with water tight iron deck forming the floor of after cabin Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars on alternate frames; 3/8 plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap when machinery can be completed by
GLOBE SHIPBUILDING CO.

DISEASE CURED
Without Medicine.
A Valuable Discovery for supplying Magnetism to the Human System. Electricity and Magnetism utilized as never before for Healing the Sick.
THE MAGNETON APPIANCE CO.'S
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FOR MEN IS
WARRANTED TO CURE Or Money Refunded, the following diseases without medicine:—PAIN IN THE BACK, HIPS, HEAD OR LIMBS, NERVOUS DEBILITY, LUMBAGO, GENERAL DEBILITY, RHEUMATISM, PARALYSIS, NEURALGIA, SCIATICA, DISEASES OF THE KIDNEYS, SPINAL DISEASES, TORPID LIVER, **Gout, Seminal Emissions, Impotency, Asthma, Heart Disease, Dyspepsia, Constipation; Erysipelas, Indigestion, Hernia or Rupture, Catarrh, Piles, Epilepsy, Dumb Ague, etc.**
When any debility of the **GENERATIVE ORGANS** occurs, **Lost Vitality, Lack of Nerve Force** and **Vigor, Wasting Weakness,** and all those **Diseases of a** personal nature, from whatever cause, the continuous stream of Magnetism permeating through the parts, must restore them to a healthy action. There is no mistake about this appliance.
TO THE LADIES.—**If you are afflicted with Lame Back, Weakness of the Spine, Falling of the Womb, Leucorrhœa, Chronic Inflammation and Ulceration of the Womb, Incidental Hemorrhage or Flooding, Painful, Suppressed and Irregular Menstruation, Barrenness, and Change of Life, this is the Best Appliance and Curative Agent known.**
For all forms of **Female Difficulties** it is unsurpassed by anything before invented, both as a curative agent and as a source of power and vitalization,
Price of either Belt with Magnetic Insoles, $10, sent by express C. O. D., and examination allowed, or by mail on receipt of price. In ordering send measure of waist, and size of shoe, Remittance can be made in currency, sent in letter at our risk.
The Magneton Garments are adapted to all ages, are worn over the under clothing, **not next to the body like the many Galvanic and Electric Humbugs advertised so extensively,** and should be taken off at night. They hold their POWER FOREVER, and are worn at all seasons of the year.
Send stamp for the "New Departure in Medical treatment **Without Medicine,**" with thousands of testimonials.
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NOTE.—Send one dollar in postage stamps or currency, in letter at our risk, with size of shoe usually worn, and try our Magnetic Insoles, and be convinced of the power residing in our other Magnetic Appliances. Positively no cold feet when they are worn, or money refunded.

Boat washing and general laundry in a few hours. CLEVELAND STEAM LAUNDRY, 33 St. Clair Street. Telephone 118.

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TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN

Commencing Sunday, November 18, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper and twenty-eight minutes slower than the time heretofore in use (Columbus time) by these roads.

Eastward.	Arrive.	Depart.
Fast New York Express	*1 07 A M	*1 22 A M
N Y, B & A Express	*6 37 A M	*7 02 A M
Elyria Accommodation	†8 07 A M	
Port Clinton Accommodation	†10 37 A M	
Buffalo Accommodation	†10 37 A M	†10 52 A M
N Y & B Fast Express	*1 57 P M	*2 27 P M
Cin. & St. Louis Express		*3 37 P M
Conneaut Accommodation		4 22 A M
Nottingham [sunday only]	9 44 P M	
Night Express	†9 42 P M	†10 07 P M
Westward.	**Arrive.**	**Depart.**
Fast Limited Express	*11 55 A M	*12 05 A M
Mich Express via Sandusky	*2 22 A M	*2 37 A M
Chicago Express via "	‡6 07 A M	6 32 A M
Mich Accom, Norwalk		†6 12 A M
Conneaut Accommodation	†8 12 A M	
Nottingham, [Sunday only]	4 17 P M	1 47 P M
Toledo Fxpress via Norwalk	*12 52 P M	†3 02 P M
St Louis Ex via Sandusky	*1 02 P M	*1 25 P M
C P Ex via Norwalk	†6 02 P M	*6 32 P M
Port Clinton Accommodation		† 4 32P M

Reference marks—* Daily, † daily, except Sunday, ‡daily, except Monday.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 18th, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 1, Cincinnati & Columbus Express	*7:30 A M
No. 11, Indianapolis & Wheeling Express	6:40 A M
No. 17, Special Columbus & Cincinnati Ex.	1:20 P M
No. 3, Special Ind & St. Louis Express	*1:40 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*6:40 P M
No. 7, Gallion & C.L & W. Acc	4:30 P M
	Arrive.
No. 2, Col. & Cin. & Ind. Express	*6:40 A M
No. 8, Gallion & C. L. & W. Acc	9:10 A M
No 12, St. Louis & Indianapolis Express	*2:50 P M
No. 6, Col. Cin. & Indianapolis Express	9:55 P M
No. 4, Columbus & Cincinnati Express	*3:20 P M
No. 10, Wheeling Express	6:45 P M
No. 14, Col., Cin & N. Y. Fast Line	1:10 A M

Trains marked * daily, all other trains daily except Sunday

Tickets by this popular route for sale at all regular Ticket Offices.

E. B. THOMAS, General Manager.
O. B. SKINNER, Traffic Manager.
A. J. SMITH, General Passenger Agent.
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NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time. 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p m. [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p. m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m,, New York 9:10 p m. Arrive at Pittsburgh 5:50 a. m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9..30 a. m., Sha on 10:30 a. m., Sharpesville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a m., 7:45 a. m., 12:55 p. m., and 3:45 p m.

10 35 a m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a m; 1:05 p. m., and 9:45 p. m,

This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

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Following is the time in effect Nov. 18. 1888, and until further notice:

GOING EAST.

Lv. Chicago	7.45 a m.		
Arr. Valparaiso	9.37 "		
" Fort Wayne.	1.00 p. m.		
" New Haven..	1.35 "		
" West Leipsic.	3.45 "		
" Arcadia	4.44 "		
" Fostoria	4.57 "		
" Green Springs	5.44 "		
" Bellevue	6.10 "		
Lv. Bellevue	6.20 "	7.55 a. m.	
Arr Cleveland	9.02 "	10.22 "	Accom.
Lv. Cleveland		10.27 "	3 52 p. m
Arr Painesville		11.33 "	5-05 "
" Ashtabula		12 25 p. m.	6.06 "
" Conneaut		1.05 "	6.32 "
" Erie		2.09 "	
" Dunkirk		3.47 "	
" Buffalo		5.20 "	

GOING WEST.

Lv Buffalo	9.50 a. m.		
Arr Dunkirk	11.24 "		
" Erie	1.23 p. m.		Leave
" Conneaut	2.20 "		6.15a. m.
" Ashtabula	2.51 "		6.46 "
" Painesville	3 44 "		7 43 "
" Cleveland	4.52 "		8.55 "
Lv Cleveland	4.57 "	6.47 a. m.	
Arr Bellevue	7.35 "	9.10 "	
Lv Bellevue		9.20 "	
" Green Springs.		9.44 "	
" Fostoria		10.22 "	
" Arcadia		10 34 "	
" West Leipsic		11.30 "	
" New Haven		1 35 p. m.	
" Fort Wayne		1.50 "	
" Valpraiso		5.55 "	
" Chicago		7.50 "	

Trains run by the Ninetieth Meridian Time, which is nine minutes slower than Chicago time, twenty-eight minutes slower than Columbus time, thirty-three minutes slower than Cleveland time, forty-four minutes slower than Buffalo time, and sixty minutes slower than the Seventp-fifth Meridien time.

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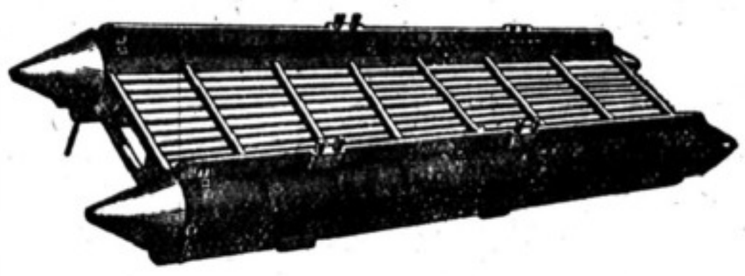

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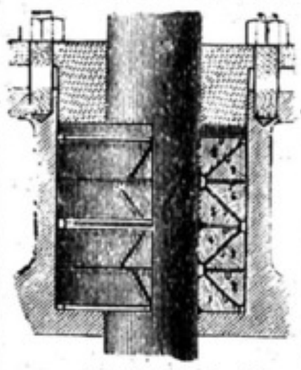

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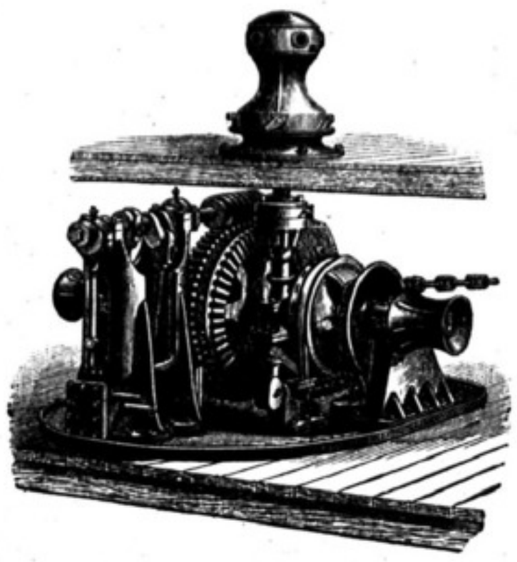
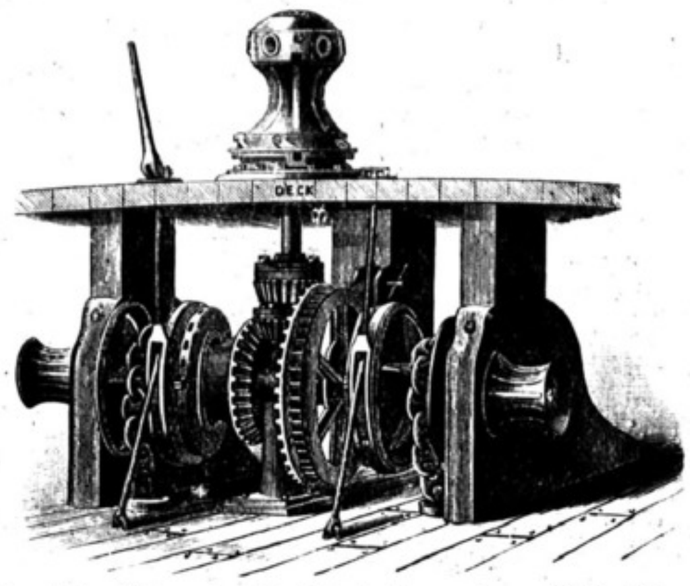


The Providence Patent Steam Capstan Windlass New Style.



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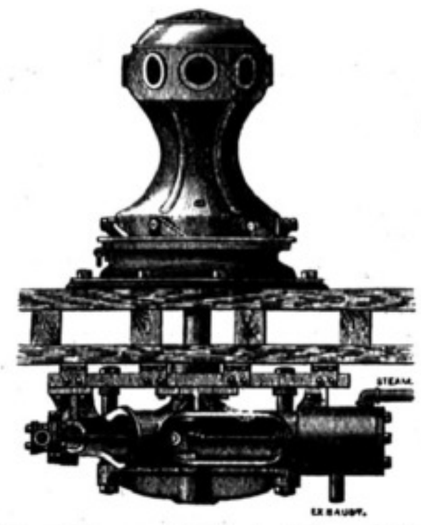

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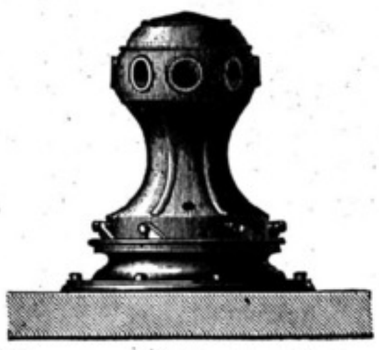

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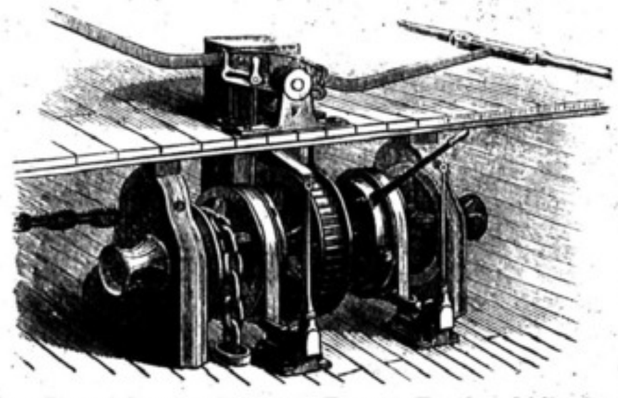

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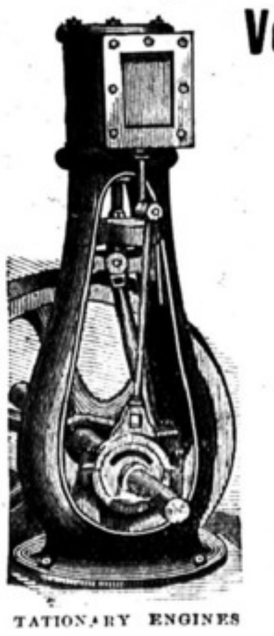

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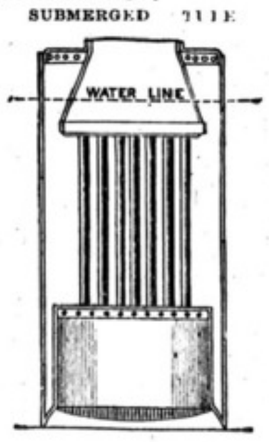
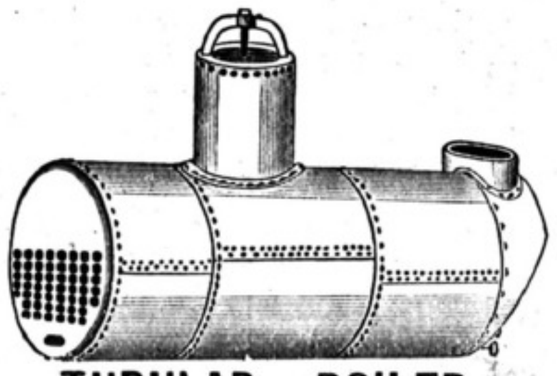
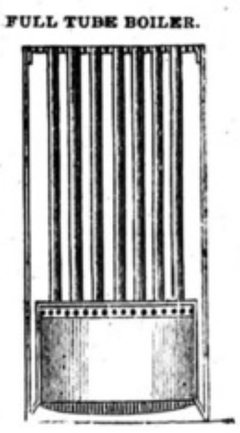


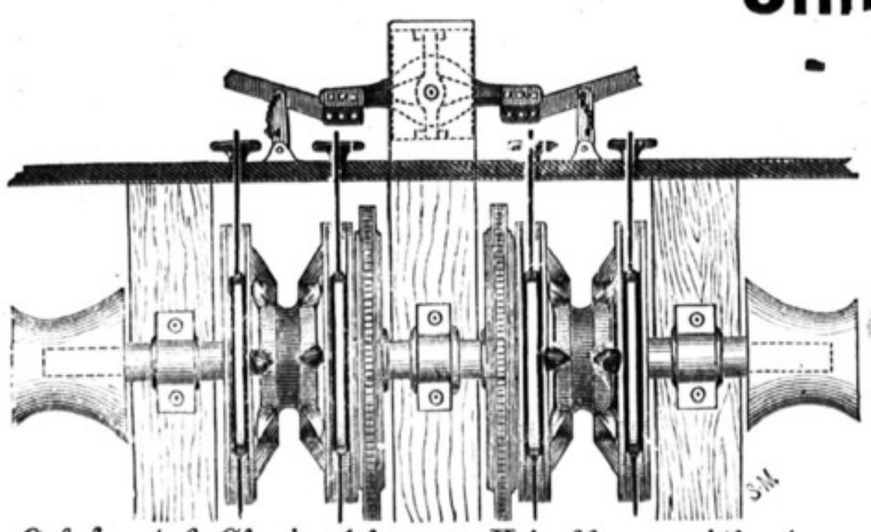


TUBULAR BOILER.

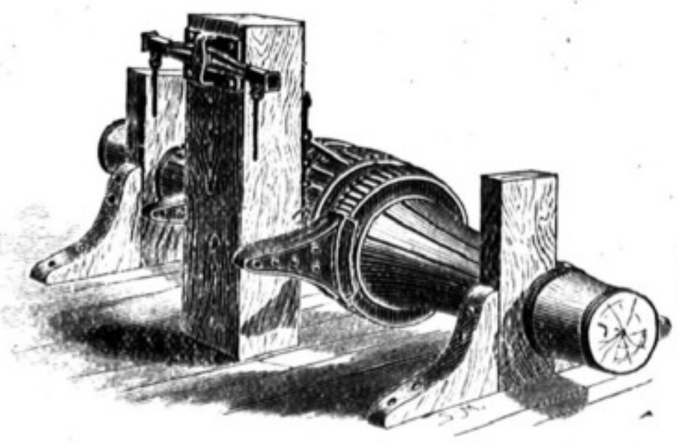
FULL TUBE BOILER.



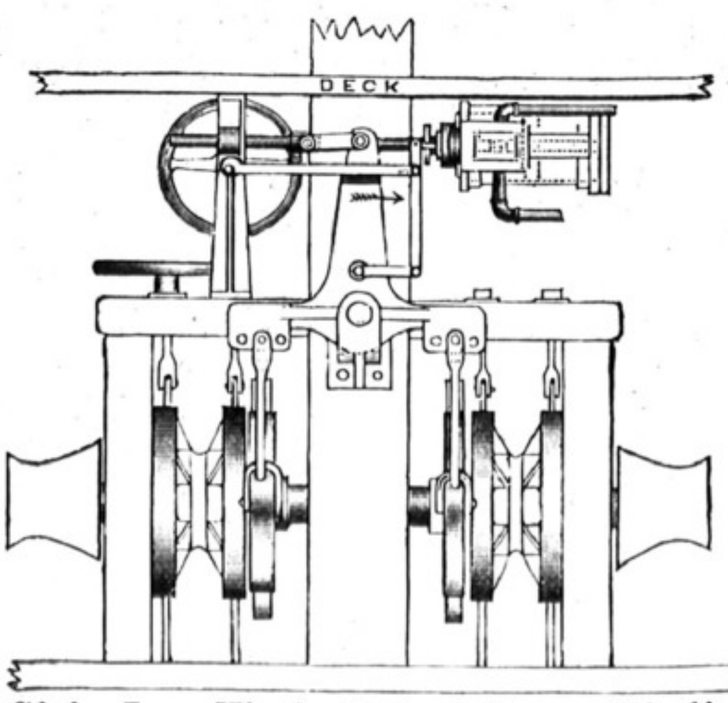
Ship Chandler's List.



Celebrated Chain Sheave Windlass, with Amazeen Beam.



The Common Patent Windlass.



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